THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Ministry of Finance has informed that at present, there is no proposal under consideration of the Government for revision of rates of Customs and Excise Duties on petroleum products.

While calibrating duty structure on any commodity, including jet fuel and ATF, Government takes into consideration all relevant factors, such as international and domestic prices of a commodity, domestic availability, the interests of the consumers and domestic producers, the administrative feasibility of collection, revenue consideration etc.

Technology upgradation of refineries

†190. SHRI RAJ MOHINDER SINGH MAJITHA:
DR. MURLI MANOHAR JOSHI:
Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that on an average 28 to 29 litres of petrol and 85 litres of diesel are yielded by processing of one barrel of crude oil in crude oil processing industries of the country;

(b) if not, the details thereof and the average production of petrol and diesel from processing of one barrel of crude oil in oil refineries of the country;

(c) whether this average can be increased by technology upgradation; and

(d) if so, the reaction of Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) The average production of petrol and diesel in India varies from refinery to refinery depending upon the configuration and type of crude oil processed. Most of the inland refineries in India were established based on low sulphur indigenous crude oil processing whereas the coastal refineries predominantly process high sulphur imported crude oil. The average yield in the country is only 17 litres of petrol and 65 litres of diesel.

(c) and (d) Yes, Sir. The average yield can be increased to certain extent through selective crude oil processing and substantially through improved secondary processing, *i.e.* technology upgradation and improved configuration. The oil Public Sector Undertakings have continuously implemented projects to increase refining capacity and maximization of distillates in order to achieve self-sufficiency in petroleum products in the country. Fluidized Catalytic Cracking, Hydrocracking, Hydrotreaters, Delayed Cokers, Catalytic Reformers, Isomerization, Alkylation Units etc. have been selectively added in the refineries for maximization of distillate yield including petrol and diesel.

Blending of ethanol with petrol

191. SHRI PRAKASH JAVADEKAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of reasons for not implementing Government's decision of blending ethanol with petrol; and

(b) by when Government proposes to implement this blending?

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†Original notice of the question was received in Hindi

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) The Cabinet Committee on Economic Affairs (CCEA) had decided on 9.10.2007 to make 5% blending of ethanol with petrol mandatory with immediate effect across the country (except Jammu and Kashmir, North Eastern States and Island territories) and optional blending of 10% ethanol with petrol from October 2007 and thereafter mandatory blending from October, 2008.

Since implementation ethanol supplies have not been adequate to meet the demand of 5% blending. Further, Oil Marketing Companies (OMCs) are facing certain constraints with respect to free inter-State movement of ethanol and levy of duties on it by the State governments. Thus, even the 5% EBP Programme has not yet stabilized.

If blending is to be raised to 10% level across the country, it will have to be ensured that sufficient ethanol is available for the 10% EBP Programme in required quantities at all the notified locations. Further, issues relating to compatibility of 10% EBP with auto engine and simplification and uniformity of different procedures adopted by different States/UTs in relation to procurement of ethanol and State duties need to be resolved. For assessing the suitability of present in-use Auto Engines with 10% ethanol blended petrol, pilot projects have been undertaken at two locations at Aonla Depot in U.P. and Desur Depot in Karnataka from 15.12.2008 and 20.12.2008 respectively. The pilot study is likely to be completed by 30.6.2009.

Marker of kerosene

192. SHRI M.V. MYSURA REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that the kerosene marker being supplied by Authentix since 2006, after tests by OMCs at their labs, proved to be not a foolproof marker to detect kerosene mixed in petrol or diesel;

(b) if so, the details thereof;

(c) whether it is also a fact that his Ministry has recommended Authentix marker without carrying out any proper tests;

(d) if so, the reasons therefor;

(e) whether it is also a fact that his Ministry has called for tenders to select a new marker in place of Authentix marker; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) The marker system was implemented by doping of all Superior Kerosene Oil (SKO) from 16th October 2006 to 31st December 2008. During the period when the marker system was in vogue with legislation in place the marker system was more successful in detecting adulteration of Motor Spirit (MS)/High Speed Diesel (HSD) with SKO than the traditional method.

In the recent past, tests conducted by Oil Marketing Companies (OMCs) in their labs have shown that marker supplied by M/s Authentix laundered with certain chemicals in lab conditions.